

FLY TO BOARDWALK IN FIRST AIR TRAIN

Two New York Women In-
augurate Regular Aerial
Passenger Service.

FLY BACK IN A STORM

Flying Boat Has Fifty Foot
Wing Spread and 75
Mile Speed.

A brass band, an announcer and a life insurance agent were lacking yesterday morning and afternoon, but by the time everything was ready at the start of the first regular aerial passenger service on this side of the globe.

With two young women passengers Pilot Bob Hewitt made a flight from New York to Atlantic City and return in a seaplane. A gale of wind was encountered on the way back and the two fares—they had paid \$300 each for the experience—sat shivering with fright while lightning played about the air craft. Twice on the northward passage the plane alighted on the water when the cock controlling the flow of oil needed adjustment.

The start was made at 1 o'clock and Atlantic City was reached at 3:15. It was 7 o'clock last evening when Hewitt and his passengers took off for New York and darkness had fallen before they dropped into the Hudson, off Fifty-third street.

Probably never before on the banks of the more or less pellucid Hudson had so much concentrated confusion been crammed into so small a space as at the float at Fifty-third street since the days when H. Hudson made his first sale of freewater. Despite the howling of publicity agents, the curt demands of camera men, the hoarse queries of reporters, the lapping of the river, the shrill advice of 2,143,378 children, the swirl of cars, the puff of launches and a great undertone of comment from a volunteer audience made up of the parents, relatives, friends and retainers of the 2,143,378 children, the flying boat's engine finally made itself heard, and the ship shot away to Atlantic City with its two women passengers batted under a mica hatch at 1 P. M., a scant two hours after the time it was supposed to go.

Sensation followed sensation so rapidly at the waterfront that when the seaplane finally did get away, frisking from one wave top to another, and finally making a beautiful takeoff with Pilot Bob Hewitt at the stick, it was somewhat of an anti-climax. Perhaps the ship would have gotten away a little earlier to its scheduled time but "Billie" Allen, wife of John A. Hoagland, baking powder magnate, and leading lady of the occasion, decided after listening to the swirl of water running into the radiator of the machine, that she, too, wanted a drink. So she despatched Anna, her colored maid, to a drug store to get some mineral water (name deleted) and about 1,000 people waited impatiently for Anna's return. When Anna came she got an ovation.

Uncertainty Delightful.

From the start the great event was tinged with that delightful uncertainty which always lends charm to first undertakings. The Traveling Company, composed of several young aviators who saw service in the war, announced at various times that the start would be made from Ninety-sixth street, 115th street, and Eighty-sixth street, so, of course, nobody was much surprised when Eighty-third street was finally decided upon at 11:30. But some scores of people who waited patiently at 115th and Ninety-sixth streets went home convinced that aviation lent.

The flying boat itself arrived from Atlantic City, the headquarters of the company, at 11:25 o'clock, with Pilot Bob Hewitt at the stick and Pilot Charles "Todd" Selms and Pilot Miles "Kellin" aboard. She is a pretty little boat, built by the Aeromarine Company, and has a wing spread of fifty feet and a length of twenty-six. Her wings are cream color and the boat itself is of mahogany. The motor is a 150 horse-power eight cylinder engine capable of driving the plane through the air at seventy-five miles an hour. Pilot Bob sat in the front cockpit unprotected from the weather, while behind him was a compartment containing two wicker seats for the passengers. This was roofed over with mica, so that those within were completely protected from the wind and somewhat from the noise of the propeller whirling just behind the wings.

"What's her name?" was the greeting

hurled at Pilot Bob when he dumped an anchor overboard and came ashore. After a good deal of thought Pilot Bob decided her name was Millicent. He added that Millicent had started from Atlantic City at 10 A. M., and covered the 105 miles from the seashore city in eighty-five minutes, aided by a wind almost straight from the south.

Then came a pause, which was filled by rowing tons and tons of photographers and reporters out to the Millicent to admire her wicker chairs, mica wing shield and cretaceous straps to hold the passengers in. Several looked hard for the divan which somehow filtered into her published description, but nobody found it. Her cretaceous curtains were also absent, but as nobody needs any cretaceous or even gingham curtains on a flying boat the omission was not criticized too intensely.

Passengers Arrive.

Then came the next sensation, the arrival of the passengers in an automobile shortly after 12 o'clock. First, amid the plaudits of the throng, came Mrs. Billie, attired in a blue suit with feminine falings which aren't going to be described and a blue hat not unlike a trench helmet in shape, with a blue veil with dots sprinkled over it. Then followed Miss Ethel Hodges, likewise attired. Temperamental camera men smote their heads and demanded to know where the flying clothes were—Teddy bears, zebra skins, anything unusual. They were informed by a man who alleges he is connected with the company as a publicist that there weren't any flying clothes, as none were needed in the enclosed compartment.

"Right there you make a bloomer, friend," roared the camera man, and sulkily got into action.

Up to this time arrangements had been in the hands and mouth of C. Nicholas Reinhardt, passenger agent extraordinary and press agent plenipotentiary of the company, but right here the movie men took over the direction. The ladies were backed up against a nautical looking gangplank and photographed until the clicking of cameras sounded like a battery of typists cleaning up at 4:15 P. M.

"Better let them take me handing you your tickets," suggested C. Nicholas Reinhardt, waving some long blue slips.

"Better let them take me signing that \$400 check," retorted Mrs. Billie. The trip to Atlantic City for lunch—only it developed into afternoon tea—cost that much, for a single fare is \$100. But as the check had already been signed this act was lost to posterity unlike the signing of the peace treaty.

Then the sensations came thick and fast. Mrs. Hoagland declared she had been up twice before and wasn't a bit afraid. She went up with Maurice Farman, brother of the noted Henri, in Paris, in 1912.

"I've ridden bucking broncos in Texas, but I haven't ever tried flying before," Miss Hodges said.

Much Advice From Shore.

Then, amid a chorus of advice from shrill young throats on shore the ladies were rowed out to the seaplane.

"Where's your bathing suit, lady?" "Look like an angel with them wings, why don't you?"

"Keep your head down, you'll bump a cloud."

"See the birds!" (This last to all the photographers who were trying to snap the venturesome.)

"Don't let them soak you two cents for transfers!"

With tense, acute interest the crowd watched the ladies climb onto the prow of the boat, step over the pilot's cockpit and into their own. (Laughter and applause.)

A special rowboat containing Mrs. Billie's furs and two bouquets waited the plane. (Renewed sensation.) Ladies pin their on. (Applause mingled with comments.) Gasoline is sent out to plane in five gallon tins. (More thrills mingled with a few feeble jokes about alcohol, July 1, A. C.) Oil and water is also sent out. (Tension increases.) Mrs. Billie and her friend smile charmingly and wave handkerchiefs at the photographers under orders for half an hour. (Gradually mounting excitement.) Mrs. Billie gets thirsty. (The sensation of the day. Applause swelling to a general demonstration. From this point on excitement is above fever heat.) Then, climax of the day, Mrs. Billie drank the water out of the bottle.

After that there was nothing for the boat to do but go; so it went. Mrs. Billie and friend were batted under the mica, and with the interest rapidly descending after the eclipse of the ladies under the covering, the propeller roared angrily and the plane taxied several hundred yards up the river and then shot southward into the wind. The first regular aerial passenger service was begun without a hitch, and C. Nicholas Reinhardt was not above dancing a jig in the bottom of the launch in celebration.

Besides the volunteer mob, Mrs. Billie and friend had brought along an entourage of her own, including a Captain in the medical corps, who wore spurs and cute little leather garters to hold his boots on.

Pilot Hewitt and his passengers reached Atlantic City at 3:25 o'clock,

where a battery of camera men was waiting to snap Mrs. Hoagland and Miss Hodges. After this important detail had been attended to the young women launched and at 7 o'clock started on the return trip up the Jersey coast. It was not as pleasant as the downward voyage and both admitted that they were thoroughly frightened before they reached land again.

There was a favoring wind at the start, but the plane slipped squarely into a gale of wind off Atlantic Highlands and it was then that the passengers first realized the precariousness of air travel. Forks of lightning darted down from the clouds, and to the uncertainty of things and the plane rocked in the wind and seemed, to the overwrought nerves of the women, to be in momentary danger of plunging them into the ocean. But Hewitt piloted it skilfully and mishap was avoided.

Just inside Sandy Hook, Hewitt discovered that his motor was not getting enough oil and he accordingly tilted downward and taxied along on the surface of the bay until he had brought his craft to a stop. It was but a few seconds work to loosen the petcock to insure an increased supply and he was off again, almost before his passengers knew it.

Descends Of Coney.

The wind showed no sign of decreasing and the lightning was still shooting from the black cloud carpet above them when they reached a point off Coney Island and Hewitt descended for a second time, for the oil was being fed to the engine much too freely. A heavy sea was running, and Mrs. Hoagland and Miss Hodges were in fear of momentary disaster, but again it did not come.

Hewitt then headed the plane up the bay and river. It was growing rapidly dark and the watchers at Riverside Drive and Eighty-third street could hear the drone of the motor long before they glimpsed the red and green riding lights on either end of the machine. "It looks like a drug store gone wild, doesn't it?" asked C. Nicholas Reinhardt, passenger agent of the line, faintly, and those who were waiting with him said it did.

Pilot Hewitt performed the difficult feat of lighting on the water in the darkness. No rowboat had been provided to bring the passengers ashore, and there was some delay before one was sent out for them. The Hoagland woman was waiting, and the two young women, with Pilot Hewitt, climbed inside and dropped upon the cushions. Mrs. Hoagland and Miss Hodges lighted cigarettes to quiet their shaking nerves. "I'm through with water for life," said Mrs. Hoagland fervently as the machine started for her home.

GATUN LOCKS LIFT BATTLESHIPS EASILY

Continued from First Page.

After the New Mexico had oiled at Colon this afternoon she swung lastly into Limon Bay, whence she took the two ships part of the way to the dam, creeping slowly through the first cuttings of the waterway amid jungle growth like some weird amphibian in a prehistoric swamp.

Nearing the locks, the crew flung landing lines outboard, which quickly drew inboard steel cables that led to the electric "mules" running on tracks on each side of the locks. The whole operation seemed to function automatically, for not an order was heard as the dreadnoughts slid into the lower locks as easily as a shuttle into a sewing machine.

The steel gates astern the flagship then closed like great jaws and churning water rose up from sluiceways in the bottom of the lock, while the New Mexico was lifted as easily and rapidly as a rowboat. The flagship was lifted out of the next two locks in the same fashion, while crowds standing on top of the concrete lock walls threw bananas and coconuts to the ship's crew.

Twenty destroyers went through the Canal Thursday, passing through the locks in groups of ten. Capt. Twining, chief of staff, said the Canal had proved its naval value beyond a doubt, as dreadnoughts may be easily moved from the Atlantic to the Pacific without delay and without trouble, as shown by to-day's operation. The Pacific fleet will leave Panama for San Diego, Cal., Sunday night.

Besides the volunteer mob, Mrs. Billie and friend had brought along an entourage of her own, including a Captain in the medical corps, who wore spurs and cute little leather garters to hold his boots on.

Pilot Hewitt and his passengers reached Atlantic City at 3:25 o'clock,

MILITARY POLICY FOR U. S. SOUGHT

Special Subcommittee of Senate to Hear Soldiers and Civilians.

BAKER CALLS FOR MEN

Authorized Officers Corps of 18,000 Said to Be Urgent Need of Country.

Special Dispatch to The Sun.

WASHINGTON, July 26.—The formulation of a permanent military policy for the United States will be the purpose of a special sub-committee of the Military Affairs Committee of the Senate the appointment of which was announced to-day by Chairman Wadsworth (N. Y.).

The situation has in effect been forced upon the committee through the complete lack of a workable definite programme from Secretary of War Baker or officially from the General Staff. The sub-committee will have Senator Wadsworth for chairman and will include Senators Sutherland (W. Va.), New (Ind.) and Frelinghuysen (N. J.), Republicans, and Chamberlain (Ore.), Thomas (Colo.) and Fletcher (Pa.), Democrats.

In announcing the selection of the sub-committee whose work will begin immediately Senator Wadsworth said: "It is the purpose of the committee to commence an extensive series of hearings within a short time in order to gather information from every available and reliable source which will guide the committee in framing legislation for the permanent organization of the military policy of the country."

It has hopes that Congress, if not during the extra session, at least in the coming regular session, will write a military policy for the country; something that will be acceptable to the people, domestic in character, elastic in its workings and capable of providing the country with an adequate force for defense.

"The committee will hear officers and civilians, members of the Regular Army, National Guard and Reserve Corps, representatives of various associations interested in the subject, such as the American Legion and other veteran soldiers' organizations, heads of universities, colleges and educational systems."

"The committee approaches its task unembarrassed by preconceived notions and uncommitted to any plan thus far proposed. The committee will seek information based on the best material it can gather. It hopes to contribute something in the way of constructive legislation."

WASHINGTON, July 26.—Progress of demobilization was announced to-day as follows: Officers and men discharged to date, 8,624,457; sailed for United States from Europe since November 11 last, 1,767,327.

Rapid reconstruction of the Regular Army is necessary "that we may have a regularly organized troops in the country," Secretary Baker told the Senate Military Committee to-day, urging the department's request for an authorized officer corps of 18,000.

"This is important," he said, "because there is very little National Guard in the country."

Gen. March, chief of staff, said the army was ahead of schedule in demobilization, adding that appropriations for the year had cut even the hospital service until the sick could not be properly cared for. The army was down to 500,000 by to-day's reports, he said.

The department has always planned for a separate peace time army and not to return it to the signal corps, both officials said. It would be a crime, Gen. March said, to return to the "little handful of men and planes of pre-war time."

Later the committee ordered a favorable report on the bill providing for 18,000 officers.

Fire Halts Broadway Traffic.

A fire which caused damage estimated at \$15,000 yesterday afternoon burned out the basement of the Pruyn Bearing Company, manufacturers of automobile accessories at 1902 Broadway, tying up surface car traffic for half an hour. A woman employee was overcome by smoke, but was revived quickly.

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is prepared to make, to individual requirements,

Original and Exclusive Gowns
for afternoon, dinner and evening wear

Fashionable Tailor Suits

Riding Habits and Sports Suits

New Autumn Silks, Velvets, Laces and Wool Fabrics, from which selections may be made, are now ready.

(Salon on the Third Floor)

An Advance Selection of Tailored Frocks for Autumn

is the feature of special interest in the Department for Women's Ready-to-wear, on the Third Floor.

New, piquant designs, featuring the fashionable materials and colors for Autumn, render this display particularly attractive.

A Special Offering

of unusual and timely interest, to begin to-morrow (Monday), will comprise

Women's

All-wool Jersey Sports Suits

in navy, beige and Copenhagen,

at \$22.50

Sizes 34 to 40. Value excellent.

(Ready-to-wear Dep't, Third Floor)

The Camera Department

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has ready for immediate use every desirable type of kodak and camera, variously priced at \$3.70, 8.00 and upward.

Also films, albums and every requirement of the photographic outfit.

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is amply equipped to accept orders (for Autumn delivery) for

Fine Lace Window Draperies
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to be specially designed to harmonize with the artistic interiors of city and suburban residences.

In view of the scarcity of labor and the unparalleled conditions attending post-war readjustment, it is urged that orders be placed far in advance of the actual need.

(Fourth Floor)

Misses' Cotton Frocks

at greatly reduced prices

are an irresistible warm-weather temptation on the Second Floor.

Among them are

Frocks of plaid gingham, reduced to \$7.25

Frocks of colored voiles (striped and dotted), reduced to \$8.75

Frocks of plain voiles, trimmed with embroidery; or of flowered or striped organdie, reduced to \$10.75

Frocks of white or colored organdie, reduced to \$14.50

All are attractively dainty, and modeled in this season's most wanted styles.

Special Values

are now being offered in a number of

Women's and Misses' Light-weight Wool Sweaters

(chiefly styles about to be discontinued; size and color ranges incomplete) which have been marked, for speedy clearance,

at phenomenally low prices

(Sweater Department, Third Floor)

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These are this season's skins dressed and dyed in St. Louis, U. S. A., in a manner which makes them far superior to anything ever produced before in seal skin. They are extremely light in weight, will not wear rusty on the edges, nor soil the most delicate fabric. They will be made into garments of the latest fashion, beautifully finished, in our own workrooms under our supervision.

Orders for these coats, made to measure, will be accepted now, and the garments will be kept in our storage vault free of charge until wanted in the Fall.

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